

In the Specification:

Please amend paragraph [0006] as follows:

[0006] The technique is based upon a construction that provides a unique means of minimizing, to some extent, the overall length of plunger assembly contained within a pump section of the fluid pump and which is driven by a reciprocating motion of a drive section. In the present system, there is a drive system employing at least one permanent magnet and at least one coil assembly. The coil assembly includes a coil bobbin around which is located the coil and that coil is energized cyclically to produce reciprocating motion of [[a]] the coil bobbin and which reciprocating motion is transmitted to a drive member that, in turn, provides the reciprocating movement to the plunger assembly of the present invention. The plunger assembly is constructed through use of the present invention wherein there is included a plunger that is moved between upper and lower positions by the reciprocating motion of the drive member and the plunger has an internal passageway passing through the plunger and within which is located a valve stem having a poppet head at its lower end and a pliable nipple at its upper end. There is a gap, that is formed between the poppet head and the lower end of the plunger when the plunger is in its upper position that allows fluid to enter the passageway and a spring bias biases the plunger to the upper position. The reciprocating motion of the drive member forces the plunger downwardly where it contacts the poppet head, after traveling the distance of the gap and forces the poppet head downwardly into the pump chamber to propel the fluid therefrom. Valves, such as check valves, within the pump section are actuated by the variations in pressure, permitting fluid to be drawn into the pump section and expressed therefrom.

Please amend paragraph [0023] as follows:

[0023] Drive section 82 also includes a base plate 94 that is forcefully fitted into the lower skirt 96 of the housing 86 to retain the permanent magnets 88 and 90 as well as the central spacer 92 fixedly supported within the housing 86 [[an]] and also to separate the drive section 82 from the pump section 84. Thus, the sandwiching of the permanent magnets 88, 90 within the housing 86 and the base plate 94, prevent the axial movement of the permanent magnets 88, 90 as well as the central spacer 92. The permanent magnets 88, 90 and the central spacer 92 are prevented from movement in a radial or lateral direction by means of pockets that are

formed to retain the permanent magnets 88, 90 held in a fixed position between the housing 86 and the base plate 94.

Please amend paragraph [0024] as follows:

[0024] Accordingly, as can be seen, there is a housing pocket 98 that is formed in the undersurface of the housing 86. Preferably, that housing pocket 98 is created by an outwardly projecting lip 100 formed on that undersurface and the outwardly projecting lip is configured to be the same peripheral shape as the external perimeter of the permanent magnet 88 so that the upper surface of the permanent magnet 88 fits snugly within the outwardly projecting lip and is thereby constrained against radial or lateral movement with respect to the housing 86.

Please amend paragraph [0033] as follows:

[0033] In the embodiment illustrated, the receptacles have an arcuate upper surface 142 so as to allow a snug but firm interfitting with an inverted U-shaped end of the arms 130 and allows the arms 130 to slip over the slightly inwardly directed lower edges 144 of receptacles 140.

Please amend paragraph [0034] as follows:

[0034] Turning now to Fig. 7, taken along with Fig. 3, the domed shaped area 126 of the drive member 124 aids in centering a plunger ~~[[146which]]~~ 146 which is disposed within a concave portion of the drive member 124. Plunger 146 preferably has a longitudinal passageway 148 extending from its lower end 150 to a head region 152 designed to contact and bear against drive member 124. A valve stem 154 is located in the longitudinal passageway while leaving the longitudinal passageway 148 open and a poppet head 156 is affixed to the lower end of the valve stem 154 proximate to the lower end 150 of the plunger 146 by a force fit. The valve stem 154 can be a plastic material to allow the poppet head 156 to be forcefully interfitted with a bore formed in the lower end of the valve stem 154.

Please amend paragraph [0035] as follows:

[0035] There is also a bumper 157 ~~[[the]]~~ that surrounds the body of the plunger 146 and is located just beneath the head region 152. The material for the bumper 157 is preferably a resilient plastic composition that can be force fitted to the body of the plunger 146. In addition, at the upper end of the valve stem 154, there is a nipple 159 formed of a deformable material such as pliable plastic composition and, as can be seen in Fig. 3, the nipple 159 passes through an opening 161 in the base plate 94 so as to abut against the permanent magnet 90. That abutting relationship between the pliable nipple 159 and the permanent magnet 90 enhances the stability of the valve stem 154 by means of the deformation of the nipple ~~[[150]]~~ 159 as it forcefully abuts against the permanent magnet 90.

Please amend paragraph [0038] as follows:

[0038] There is a gap 162 that is present between the lower end 150 of the plunger 146 and the poppet head 156 when the plunger 146 is in its retracted position as shown in Fig. 3. The gap 162 is formed by limiting the upward movement of the valve stem 154 such as by the upper end of the valve stem 154 encountering the permanent magnet 90. The fluid may fill the entire area within the plunger 146 when plunger 146 is advanced to its retracted position. As described more fully below, gap 162 permits the entire reciprocating assembly, including plunger ~~[[146,togain]]~~ 146, to gain momentum during a pumping stroke ~~[[before-contacting]]~~ before contacting the poppet head 156 to force the valve stem 154 downwardly to compress and expel fluid from the pump section 84 while closing off any passage of fuel upwardly past the poppet head 156. At the lower end of the stroke, the bumper 157 may encounter the upper surface of the spring guide 163 such that the pliable material of the bumper 157 provides a resilient contact therewith.

Please amend paragraph [0043] as follows:

[0043] Accordingly, in the operation of the present invention, as shown in Figure 3, upon application of energizing current to the coil 120, the coil 120, coil bobbin 118, bobbin legs 122, and drive member 124 are displaced ~~[[downwardly.This]]~~ downwardly. This downward displacement is the result of interaction between the electromagnetic field surrounding coil 120 by application of the energizing current thereto, and the magnetic field present by virtue of permanent magnets 88 and 90. As drive member 124 is forced downwardly by interaction

of these fields, it contacts plunger 146 to force the plunger 146 downwardly against the resistance of biasing spring 158.

Please amend paragraph [0049] as follows:

[0049] The present invention has been described in [[term]] terms of the preferred embodiment, and it is recognized that equivalents, alternatives, and modifications, aside from those expressly stated, are possible and within the scope of the [[appending]] appended claims. While the present invention is shown as being incorporated into an outboard motor, the present invention is equally capable of use with other recreational products, some of which include inboard motors, snowmobiles, personal watercrafts, all-terrain vehicles (ATV's), motorcycles, mopeds, power scooters, and the like. Therefore, it is understood that within the context of this application, the term "recreational product" is intended to define products incorporating an internal combustion engine that are not considered a part of the automotive industry. Within the context of this invention, the [[automobile]] automotive industry is not [[believer]] believed to be particularly relevant in that the needs and wants of [[consumer]] consumers are radically different between the recreational products industry and the automotive industry. As is readily apparent, the recreational products industry is one in which size, packaging, and weight are all at the forefront of the design process, and while these factors may be somewhat important in the automobile industry, it is quite clear that these criteria take a back seat to many other factors, as evidenced by the proliferation of larger vehicles such as sports utility vehicles (SUVs).